

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c. and for
PRIVATE RESIDENTS AT THIS
OUTPORTS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS.

with which is incorporated the
CHINA OVERLAND TRADE REPORT,
Subscription, paid in advance, \$12
per annum. Postage to any part of
the World, \$2.

NO. 15,320, 號十二百三十五萬第一 日二十月四年三十三緒光 HONGKONG, THURSDAY MAY 23RD, 1907. 四拜禮 號三十二月五年七零百九十一英港香

Hongkong Daily Press.

ESTABLISHED 1857

THE
DICTIONARY & CHRONICLE
FOR 1907.
Complete Edition \$10.00
Small 6.00
Orders may be sent to the
Hongkong Daily Press Office and
to the Local Booksellers

PRICE, \$3 PER M NH.

ASK FOR
KUPPER'S PILSENER BEER
AND SEE THAT YOU GET IT.

LOOK CAREFULLY AT THE LABEL.
BEWARE OF COLOURABLE IMITATIONS.

CALDBECK, MACGREGOR & CO.,
15, QUEEN'S ROAD CENTRAL

Hongkong, 27th April, 1907.

A. S. WATSON & CO.
LIMITED.

CHEMISTS AND DRUGGISTS.
THE HONGKONG DISPENSARY.
s180

GREEN ISLAND CEMENT COMPANY

PORLAND CEMENT.
In Casks 375 lbs. net \$4.00 per cask ex Factory.
In Bags 250 lbs. net \$2.70 per bag ex Factory.

SHEWAN, TOMES & CO.
General Managers.

Hongkong, 3rd October, 1906.

4224

STORAGE.
FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT
No. 285 at NORTH POINT. Suitable
for above Purpose. EXTENSIVE WATER
FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36
on PRAYA EAST. Approximate AREA
43,000 SQUARE FT. 999 YEARS LEASE.
For Particulars apply:

GEO. FENWICK & CO., LTD.
Hongkong, 7th June, 1906.

106

PEAK TRAMWAYS COMPANY
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 6.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.
every 1 hour.

SATURDAYS.

Extra Cars at 11.30 p.m. and 11.45 p.m.

SUNDAYS.

6.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 15 minutes.
6.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m. 9.45 to

11.15 p.m. every half hour.

SPECIAL CARS by arrangement at the Com-
pany's Office, Alexandra Buildings, Des Voeux
Road Central.

JOHN D. HUMPHREY & SON.
General Managers.

Hongkong, 9th May, 1907.

677

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
We have now 30,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.

W.M. PARLANE, Manager.

Hongkong, 18th November, 1901.

47

NEW CARTRIDGES.

BY Popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDER and CHILLED
SHOT. From No. 10 to SSGG. at \$6.87 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.

W.M. SCHMIDT & CO.

Hongkong, 26th October, 1906.

771

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 m.m.
WITH CHAMBER for 8 CARTRIDGES
FIRING 5 SHOTS in 2 SECONDS.
SIEMSSEN & CO.
Hongkong, 6th March, 1907.

46

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 m.m.
WITH CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
CARLOWITZ & CO. Agents.
Hongkong, 13th March, 1907.

575

DENTAL SURGEON.

G. DE PERINDORGE.
DIPLOMA: PARIS.
LATEST IMPROVEMENTS, INCLUDING
PORCELAIN FILLINGS.
3RD FLOOR, HOTEL MANSIONS,
PEDDER STREET.

582

ASK FOR
KUPPER'S PILSENER BEER

AND SEE THAT YOU GET IT.

LOOK CAREFULLY AT THE LABEL.

BEWARE OF COLOURABLE IMITATIONS.

TELEPHONE NO. 75.

Sole Agents—

CALDBECK, MACGREGOR & CO.,
15, QUEEN'S ROAD CENTRAL

Hongkong, 27th April, 1907.

584

LANE, CRAWFORD & CO.

ANDERSON'S

NAVY AND ARMY

REGULATION WATERPROOFS.

TROPICAL WATERPROOFS.

\$18.50 TO \$30 EACH

THE "ZAMBRENE" SLIP ON COAT

LIGHT-STORMPROOF-POOROUS.

LADIES' AND GENTLEMEN'S "REPELLUS" RAINCOATS.

GOLOSHES. UMBRELLAS

LANE, CRAWFORD & CO. 583

HIRANO.

THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LTD., KOBE.

AGENTS: F. BLACKHEAD & CO. 1588

Hongkong, 16th August, 1905.

MITSUI BUSSAN

KAISHA

(MITSUI & CO.)

IMPORT EXPORT AND COMMISSION MERCHANTS.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

M. KOBAYASHI, Manager.

HEAD OFFICE—1, SURUGACHO, TOKYO.

OTHER BRANCHES:

London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore, Bangkok, Sourabaya, Manila, Canton, Swatow, Amoy, Foochow, Tientsin, Shanghai, Yokohama, Choofo, Tientsin, Newchwang, Tairen, Argung, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Mutsu, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinozuka, Sasebo, Miike, Hakodate, Sapporo, Taipeh, Tahan, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Mint and Arsenals; the State Railways; Principal Railway Companies; Industrial Works; and Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines and

Shipyards, Principal Coal, Housho, Kansha, Memra, Ohtsuji, Ohnoura,

Sasahara, Tsuchiboro, Yoshi, Yunokibara, and other Coal.

IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper, Silver, Tin, Lead and other Metals, Railway Materials, Acids, Camphor, Flour, Cereals, Manure, Rice, Opium, Inglass, Mushrooms, Sugar, Wax, Vermicelli, Sulphur, Hemp, Beer, Cement, Cigarettes, Matches, Paper, Bides, Leather, Elfts, Teek & other Timber etc.

113

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA

ESTABLISHED: 1815.

Per Case.

BRANDY \$21.50

" 19.00

" 16.00

WHISKY, PALMALL 19.00

" JOHN WALKER & SONS' OLD HIGHLAND 12.00

" C. P. & CO.'S SPECIAL BLEND 10.00

PORT WINE, INVALIDS 19.00

" DOURO 13.00

SHERRY, AMOROSO 19.00

" LA TORRE 15.25

BENEDICTINE, D.O.M. 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSEN & CO..

HONGKONG AGENTS.

BREWER & CO. LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.

Signs and Portents in the Far East

35 Illustrations, by Everard Cotes 4.00

Colonial Office List 1907 8.50

Chronicles of a Crown Colony, by Dabiel 1.00

Seabreeze's Stories, by Capt. Marchant 0.50

Gardening for Hongkong, by Tutchett 1.00

The Organ, by Williams 2.50

Punches, Dies and Tools, by Woodworth 10.00

Nicholls' Seamanship 4.00

Blackland's Curiosities of Natural History 4 Vols. 6.00

Allen's Naturalist's Library, British Birds; 4 Vols. 6.00

The Life of an Empire, by Meakin 4.00

Puck of Pook's Hill, by Kipling 25.00

Western Union Code Pocket edition 4.00

Western Union Code full size with Supplement 4.00

A Sicilian Marriage, by Stedden 0.35

20th Century Book of Recipes, Formulas and Processes, by Hiscox 2.50

Science of Living, by Williamson 2.50

The Asiatic Danger in the Colonies, by Neame 2.50

Bacteriological and Etiology of Oriental Plague, by Klein 8.50

The "Race" in the Far East and its Aftermath, by Putnam Weale 2.50

Cassell's Engineer's Hand-Book, by Adams 5.50

5 QUIRES GOOD QUALITY SILURIAN NOTE PAPER and 100 ENVELOPES for 80 cents.

INTIMATION.

A. S. WATSON & CO.,
LIMITED.

CHEMISTS

BY APPOINTMENT TO

HIS EXCELLENCY THE GOVERNOR.

WATSON'S
FRAGRANT
TOOTH WASH.

A VALUABLE

ANTISEPTIC

AND

DETERGENT.

It cleanses the teeth, sweetens the breath
and strengthens the gums.Daily put up, it forms a pleasing addition
to the toilet.A. S. WATSON & CO.,
LIMITED,THE HONGKONG DISPENSARY.
ALEXANDRA BUILDINGS.

Hongkong, 6th May, 1907. 30-2

NOTICE TO CORRESPONDENTS.

Only communications relating to the news column
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the EDITOR,
not to "publications" but as evidence of good faith.All letters for publication should be written on
one side of the paper only.
Anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be
sent before 11 a.m. on day of publication. After that
hour the supply is limited. Only 1000 copies for each
copy are issued.

Editor

P.O. Box, 88. Telephone No. 14

ACKNOWLEDGEMENT.

Mr. Wei Yik on behalf of the brother and
relatives of the late Mr. Wei On desire hereby
to sincerely thank their numerous friends for
their kind sympathy in their late bereavement.
Friends—both European and Chinese—will kindly
accept this as a personal acknowledgement. 1908LONDON OFFICE: 10A, DES VIEUX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MAY 23RD, 1907.

REFERRING to the Franco-Japanese Agreement, "the German Press is dissatisfied, and avers that it is attributable to the British policy to isolate Germany." Also, "the German Government regards the Franco-Japanese Agreement with clemency, as it will not injure German interests, but will rather facilitate a Franco-German rapprochement." Such are the contents of two equally authentic telegrams from Europe, both received the same day, and both published in the same paper in the one issue. The one comes from London, the other from Paris; and there is no indication that either sender wished to falsify the news that he had before him, yet one seems directly contrary to the other. The riddle is apparently as irresolvable as that propounded by the Sphinx to the unfortunate Thebans, and equally on its correct answer seems to depend the continued peace of Europe. Does there lie behind it some such dark mystery as hung over the unconscious crime of Edipus? It is ominous that the question with all its dark suggestions and possibilities should have arisen when Europe was within a month of celebrating its presumed Parliament of Peace, and that England for all her peace loving Premier should have been dragged into the abyss of strife. With Germany's present inordinate desire to entangle herself in every petty quarrel from Guatemala to Morocco it was perhaps hardly to be expected that she would pass over so promising a field of operations as a possible understanding

between France and Japan. There were many easily comprehensible reasons why such an understanding should recommend itself to both Japan and France. With regard to the latter, busy tongues have been free with their suggestions that after having got Russia, for the present at least, out of the way, Japan in her inordinate ambition was plotting the conquest of the Philippines, or in case of this proving too hard a nut, of descending upon Indo-China, and expelling the French from their snug colony. It was clearly in the interest of France to have such rumours at once checked; as it was plainly also of importance to Japan, in the accomplishment of her great object of commercial advancement in the Pacific, to excite as little hostile animosity as possible. There were thus very evident and palpable reasons to induce both Japan and France, the two nations in the world perhaps with the fewest conflicting interests and whose commercial interests are above others mutually supplementary, to take advantage of the first opening that presented itself to get rid of any possible cause of friction in the near future, and so avoid those suspicions which, without a thorough comprehension by each of the other's general policy, are almost certain to lead to unseemly bickering. Unless for the mere object of stirring up general unpleasantness, it is not easy to see how on any broad principle of public policy a peaceful explanation between two states so situated as France and Japan could in any way have clashed with Germany's aspirations. The understanding is not even defensive, full less offensive, and makes no mention of any third power, nor gives a hint that it is intended to place either France or Japan at cross purposes, politically or commercially, with any third nation. There is no doubt that Germany is markedly sensitive to the idea of being isolated, and, as often happens in such cases, this morbid feeling leads her to conceive that every friendly advance on the part of other powers is intended as a slight on herself. His bringing up and his predilections have made King EDWARD VII, a more especially genial monarch, one who delights in the society of his fellows and one who in any position of life would be personally popular. That being so that he should take advantage of it to enjoy unrestrained intercourse with his equals in station is but natural. A monarch has but few opportunities of mixing in social life; yet the ease of travel in modern times has introduced the possibility. Queen VICTORIA may almost be said to have commenced the practice in visiting her neighbour King LOUIS PHILIPPE, but the succeeding generation has seen the practice much extended with marked advantage to the international politics of Europa. The necessarily frigid etiquette of courts has never been conducive to sociability; and many of the worst wars in history have been the result of simple misunderstandings, which a few friendly words would at once have dissipated. In following the private bent of his own feelings, and improving his personal acquaintance with his fellow rulers, there is then no reason to accuse King EDWARD of any dark desire to reflect on his less congenial fellow sovereigns. The KING OF SPAIN, for instance, is a young monarch, like King EDWARD himself eminently fond of social intercourse; the old-world haughty etiquette of his court has at all times tended to make the Sovereign of Spain reserved and uncongenial; and history shows that since Spain became a Monarchy moroseness and narrow-mindedness have been the marked characteristics of her Sovereigns, and Europe has had to pay for this in torrents of blood. It is to the honour of King ALFREDO that he has been the first to break through this girdle of exclusiveness, and without lowering his dignity as sovereign, found himself able to enter into intimate social relations with his fellow sovereigns. Even here the old buckram etiquette has pursued him, but improved circumstances of travel have come to his assistance: the hard and fast rules that beset a King of Spain in his own Palace, fortunately, do not prevail on board ship; and in our modern days steamers are fitted up with all the dignity and luxury of palaces, so that for once in a while even a monarch of Spain can unbend. There is here, it may be added, no need to act the Sphinx on Mount Kitheron; for once a King may unbend himself to the infinite advantage of not only his own health and comfort, but to the benefit of his subjects, and the enhanced peace and prosperity of his neighbours all round. These are things that the KAISER and his ministers have as yet failed to grasp, but the remedy is within their own hands. If instead of propounding irresol-

able riddles, and fretting with indigatioⁿ, at the failure of the neighbours to expound them, Germany,—Emperor and Ministers—would for once adopt the simpler and more generous task of bending a little to the ordinary amenities of social life,—for social life, as King EDWARD has shown, is quite possible between nations as between individuals,—she would find that most of the mountains which her present myopia raises before her, would return to their ordinary and proper condition of mere mole-hills, if they did not indeed actually fade out of sight. Neither King EDWARD nor Sir HENRY CAMPBELL-BANNERMAN has any deep-laid scheme of policy to conceal, and certainly the last idea that would enter the mind of either would be to harbour any scheme so entirely at variance with their lives. Without passing any judgment on the latter's wisdom or abilities, every Englishman, no matter what may be his political predilections, tory, unionist, or radical, will at least concur in holding His Majesty's present PREMIER quite incapable of any such Machiavellian project, while King EDWARD has shown himself too sensible of his duty as constitutional Sovereign to harbour the least suspicion about the perfect propriety of his own communications.

Five plague fatalities recorded yesterday bring the total to 47.

At a meeting of the Economic Society of Seoul, the Marquis Ito declared that an egoistic policy was never a permanent success, therefore Japan's dealings with Korea must be animated by the desire to promote the interests of other nations similarly with those of herself.

The return of visitors to the City Hall Library and Museum for the week ending the 19th May, 1907, shows that of non-Chinese there were 377 to the Library and 134 to the Museum; and of Chinese 153 to the former and 2,587 to the latter. The Library was, therefore visited by 530 persons, and the Museum by 2,721.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges, with thanks, the following donations to the funds of the Hospitals:—

Kwok Tsing Chun	50
A Patient	15
A Patient	5
Anon.	1.57

Last week at Yau-mati while a Triad Society meeting was being held at four o'clock in the morning, a man, who is supposed to have had a grudge against most of the members, ran up the stairway, and falsely gave the alarm that the police were coming. The usual stampede ensued, and two men in their panic either jumped or fell over the verandah, breaking their legs. They were both conveyed to the Hospital, where one died yesterday.

Competitors and attendants interested in the motor race from Peking to Paris have begun to pass through Hongkong. These enterprising motorists will have, one is afraid, not only a struggle to demonstrate the power of their cars to surmount roads and mountains where the track is one almost in name only, so little defined is a portion of the route, but for their own life, as everybody obliged to stop in some of the Mongolian wildernesses has a chance of being robbed and murdered. Interviewed yesterday by a Daily Press representative, one gallant Frenchman made light of this chance, and feared punctures and breakages far more. He expects to do the trip in 24 days!

Every doctor, according to the British Medical Journal, has had unpleasant experience of the economical-minded person who takes advantage of a casual meeting at the dinner-table or elsewhere to importune him for counsel as to hisiments. It is not always easy to get rid of these pests. A French doctor recently rid himself in an ingenious manner of a patient who sought to impose on his good nature. He was accosted one afternoon on a crowded bazaar by a lady notorious for this practice. She at once began to tell of her afflictions, making particular complaint of pain in the hypogastric region, to which the doctor gravely replied, "My dear madam, I must examine you. Be good enough to take off your things!"

There will be delight in criminal circles if the news is scientifically confirmed that the finger-prints of two men awaiting trial at Cape Town and Bloemfontein respectively are absolutely identical. It would mean the explosion of the one proof of identity supposed to be infallible. Mr. Wells has even foreseen the coming time when the finger-print will be every respectable man's or woman's method of signature in a hotel register or anywhere else, of which a paternal World-State will keep a copy for purposes of reference. But if two human beings' fingers can be absolute, doubtless not only that vision disappears, but a terror that already induces the really knowing burglar to work in gloves will have gone at once. Happily, experts are disposed to a healthy incredulity as to the news.

No shadow is indefinitely prolonged, but light is all-pervading.

Polities cease to attract the elect when cultivated by the many.

It is easier to make adages than to grow cabbages.

able riddles, and fretting with indigatioⁿ, at the failure of the neighbours to expound them, Germany,—Emperor and Ministers—would for once adopt the simpler and more generous task of bending a little to the ordinary amenities of social life,—for social life, as King EDWARD has shown, is quite possible between nations as between individuals,—she would find that most of the mountains which her present myopia raises before her, would return to their ordinary and proper condition of mere mole-hills, if they did not indeed actually fade out of sight. Neither King EDWARD nor Sir HENRY CAMPBELL-BANNERMAN has any deep-laid scheme of policy to conceal, and certainly the last idea that would enter the mind of either would be to harbour any scheme so entirely at variance with their lives. Without passing any judgment on the latter's wisdom or abilities, every Englishman, no matter what may be his political predilections, tory, unionist, or radical, will at least concur in holding His Majesty's present PREMIER quite incapable of any such Machiavellian project, while King EDWARD has shown himself too sensible of his duty as constitutional Sovereign to harbour the least suspicion about the perfect propriety of his own communications.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE IRISH LAND BILL.

LONDON, May 22nd.

The Irish Convention has unanimously rejected the Government Bill:

CIVIL SERVICE.

LONDON, May 22nd.

Lindequist Under Secretary Colonies; Shuckmann succeeds.

OBITUARY.

LONDON, May 22nd.

Sir Joseph Fayer is dead, aged 83 years.

[Sir Joseph Fayer, K.C.S.I., L.L.D., M.D., F.R.S., was Physician Extraordinary to the King since 1901. He entered the Bengal Medical service in 1884, served in the first Burmese War (medal and clasp), and throughout the Indian mutiny and the defence of the Lucknow garrison (medal, clasp, and brevet promotion). He was a professor in the Medical College, Calcutta, President of the Medical Board, India Office, 1874-95 and physician in ordinary to the late Duke of Edinburgh.]

[REUTER'S SERVICE.]

DISTURBANCES IN PERSIA.

LONDON, May 20th.

A telegram to St. Petersburg from Teheran states that serious disturbances have occurred at Tabriz, Recht, Kerman and Shiraz, the people calling on the Shah to confirm the constitution.

SPAIN'S CROWN PRINCE.

LONDON, May 20th.

The baptism of the Spanish Crown Prince was conducted with elaborate pomp; there was a long procession to the Chapel, of sponsors, princes, foreign representatives and grandees. The King of Spain decorated the Prince with the order of the Golden Fleece and other orders.

STRIKE IN GERMANY.

LONDON, May 20th.

A demand for an eight-hour work day has culminated in a lock out of 50,000 men in the building trade in Berlin. Fifty thousand more men will probably be put out of work.

THE STRIKE ON THE RAND.

LONDON, May 20th.

Johannesburg wires that at a meeting of delegates, within 27 miles, it was decided to call a general strike of the whites employed in all the producing mines, with the exception of the Ribbons group which had complied with the demands of the men.

THE ANTI-OPIUM MOVEMENT.

LONDON, May 20th.

The Times Peking correspondent wires that the development of the anti-opium movement is encouraging. The last opium den in Peking was closed on Friday.

All the manufacturing Powers, except Japan and Germany, have assented to the prohibition of morphine, except for medical purposes.

JAPAN IN MANCHURIA.

LONDON, May 20th.

Japan has placed an order in America of \$12,000,000, for the equipment of the South Manchurian railway; high prices have been paid to ensure rapid delivery.

THE STANDARD OIL CO.

LONDON, May 20th.

The report of the Commissioner to President Roosevelt says that the history of the Standard Oil Corporation shows a virtual monopoly and a deliberate destruction of competition, by under a dozen men, who reaped enormous profits.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 22nd at 12.05 p.m.—Except over the N.E. coast of China, the barometer has fallen generally, particularly over S. China and the Looches.

A depression appears to be moving Eastwards over the Yangtze Valley, and pressure is highest over the Pacific to the E. of the Looches.

Fresh S. and S.W. winds may be expected in the Formosa Channel, and the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

S. to S.W.	
Hongkong & Neighbourhood	winds, fresh
Formosa Channel	equally, showery
South coast of China between Hongkong and Lantau	Same as No. 1
Hongkong and Lantau	Same as No. 1
South coast of China between Hongkong and Hainan	Same as No. 1
Hongkong and Hainan	Same as No. 1

SUPREME COURT.

Wednesday, May 22nd.

IN CRIMINAL JURISDICTION.

BEFORE SIR FRANCIS PIAGOT (CHIEF JUSTICE).

THE POEYULAM MURDER.

The hearing of the charge of larceny preferred against a native named Chan Wai was concluded. He was indicted on the first count for stealing one pair of gold sleeve links, one straw hat, and \$10 in money from Mr. G. Curry of the Gas Works; and on the second count for the larceny of one gold bracelet, one waterproof coat, one pair of gold and jade sleeve links, and \$30 in money from Mr. Blackburn. The defendant was apprehended when attempting to pawn the stolen property.

His Worship found him guilty, and sentenced him to six weeks' hard labour and six hours' stocks.

THE PURSE SNATCHER AGAIN.

As Mrs. Montgomery was riding in a chair in Lyndhurst Terrace on Tuesday, with her hand bag resting on her lap, a coolie rushed up, snatched the bag, and ran away. The lady gave chase, and so did one of her chair coolies, the result being that the purse snatcher was captured. He was charged before his Worship yesterday, when the case was remanded.

HOUSEBREAKING.

For breaking and entering No. 66 Tai Wo Street, on Tuesday, and stealing a quantity of clothing therefrom, his Worship sentenced one, Hung Chan to six weeks' imprisonment and six hours' stocks.

BEFORE MR. G. N. ORME (SECOND POLICE MAGISTRATE).

FASHIONABLE BURGLARS.

Three Chinese gained an entrance to the second floor of No. 104, Queen's Road West by burning a hole in the door with joss sticks which enabled them to withdraw the lock. They left with a box containing clothing and jewellery to the value of \$500, and \$90 in money. The police were informed of the occurrence, and later detectives arrested three men on one of the Cawton steamers, and a fourth man was subsequently captured and charged with receiving the stolen property. When they appeared before his Worship the first man pleaded guilty, but denied that the other two had assisted him in the robbery.

After hearing the evidence his Worship sentenced the first defendant to three months' imprisonment and six hours' stocks; the second and fourth to one month and six hours; and discharged the third.

LARCENY.

Seven launch men in the employ of the Godown Company

FUNNELS AND FLAGS.

THE BURNING OF THE "NETHERTON."
A nautical correspondent writes to ask why an inquiry should have been held into the stranding of the *Condado*, where no loss of life was involved, and no inquiry into the burning of the *Netherton*, where twelve lives were lost, says the *States Times*. It understands that the reason why no enquiry into the fire on the *Netherton* was held was that the cause was so clear. The officers were sent home early in May. It is probable that an enquiry will be held on their arrival in England.

"DAKOTA" CAPTAIN'S EVIDENCE.

The *Seattle Post-Intelligencer* of April 29 gives the following account of the examination of Captain Francke at the inquiry held concerning the wreck of the G. N. S. *Dakota* at the entrance to Tokyo Bay on March 3.

The *Dakota* investigation began yesterday afternoon, April 19, at about two o'clock. Capt. Francke was promptly at hand, somewhat nervous, but apparently in good spirits. L. C. Gilligan, Attorney for the Great Northern, and C. C. lace, supervising engineer of the Great Northern Steamship Company, accompanied Capt. Francke. When Capt. Francke had been sworn Capt. B. B. Whitney, United States Inspector of Hulls, asked him to state the circumstances of the wreck of the *Dakota*. Capt. Francke's story follows:

"I expected to reach Yokohama about 7.30 in the evening, of the day of the wreck. I had to contend with a strong current, having observed from previous voyages that the current off the coast of that part of Japan has a velocity of from three to four miles per hour, while closer in it has a velocity of from two to two and a half miles. I kept course further bearing in mind that the flood tide would be in my favour on the other side of Cape Noto-nosaki. To avoid the enormous traffic of fishing-boats which crowd Tokyo Bay, I was anxious to get up the bay before dark.

"I was taking bearings continuously. From about 4.30 in the afternoon up to the time the ship struck I was on the bridge with the chief officer and the junior second officer. At about 5.14 the ship struck. The minute I recognized the danger, I gave orders to close the watertight doors. Then I tried to go full-speed astern. This order could not be executed on account of water in the engine rooms extinguishing the fire."

At this point Capt. Francke's eyes filled with tears, and during the remainder of his narrative he paused continually to clear his voice and wipe his eyes. Every reference to the loss of the \$3,000,000 liner, which he commanded, seemed torture to the man.

"At 5.15," continued Capt. Francke, "I stationed the crew at the life-boats. At 5.30 I ordered the boats lowered to the water's edge. By my instruction no member of the crew could leave the ship without my personal orders.

"In the meantime the ship settled fast. The forward portion became submerged in twenty-five minutes. I gave orders to cast off the life-boats then. Fishing-boats had been attracted by the wreck and come alongside and assisted in taking the passengers. A large number of passengers embarked in these boats. Before I left the bridge I saw a considerable amount of mail bags wash out of the mail-room and I arrived at the conclusion that the enormous rush of water had driven the hatches off. There was no chance of saving any mail stored in the mail-room nor of reaching the baggage-room. I gave orders to the life-boats to pick up all the mail bags they possibly could.

"The ship settled forward with about nine degrees list and to the starboard about seven degrees. Although I could not detect any motion at that time, I could not arrive at any conclusion as to what the next move would be. I left with the last life-boat. By that time it had grown dark. On nearing the shore we saw lanterns waving and I told the first officer, who was with me, to steer for the lights. There are a large number of rocks at this point of the shore and the fishermen had climbed onto one of these big rocks with their lanterns to warn us. We landed safely on the beach.

"After attempting to comfort the passengers, and sending cables to Yokohama, I was too much worn out to go back to the wreck that night. Next morning I asked for a crew to volunteer to man the life-boats and I went out. I found that the wreck had been looted fore and aft. Boat falls were cut down, ropes had been taken from their blocks, state-room doors were smashed with fire axes, and state room trunks were stolen and smashed. Clocks were stolen. From that minute a close watch was kept on the ship night and day. Finally police protection was called for and the ship was guarded.

"During the latter part of our stay at Shikoku I objected to the engineer staying on board, as the weather got worse. There were always some officers who stayed during the day, and I stayed on the wreck at times as often as my duties on shore permitted me to do so.

"On March 23 a heavy gale sprang up from the south-east. At about 9.40 I observed from shore that the ship had apparently broken in two and I saw the funnel, the entire upper structure and the main and mizzen masts disappear. On the succeeding morning, when a boat could be sent off, I found the forward and awning heavily on the rocks; in my opinion the ship must have quartered at an angle of about fifteen degrees."

Questioned, Capt. Francke testified that land was sighted on the day of the wreck at 9 o'clock in the morning. He declared he was never off either the upper or lower bridges for twenty-four hours preceding the disaster, and that courses were given by him in person. "When ever a course was changed I came on the bridge myself," he said.

Capt. Francke stated that he did not have to depend on his compass, because of the clear weather. The compasses were tested for noon weather. He said, and no more error was found than on previous voyages. He stated that bearings could be taken from shore, but not satisfactorily, as there were no well-defined objects on the rugged coast. At 4 o'clock the ship was four and a half or five miles from shore and at the time she struck, he estimated her to be a mile and a half away.

"Did not the close proximity of the shore cause you to feel any danger?" asked Capt. Whitney.

"No, sir," said Capt. Francke.

"Did the charts you were using show the reef?"

"Yes. It was shown to extend almost a mile off shore." Capt. Francke stated that after the wreck he discovered a navigable channel between the reef and the shores, but he did not believe it a practicable one and it was not safe for a big ship.

"Was the *Dakota* a good steering ship?"

"I wouldn't call her a fine steering ship, but fairly good. She wanted a lot of watch- ing."

"Asked if anything was said to the junior officers about the course, Captain Francke replied: "They were told several times not to let her go inshore."

"Did they have occasion to caution the quartermaster about her course?"

"It was done several times in my presence." Capt. Francke declared that there was no restraint between himself and the subordinate officers which would hinder their discussing the ship's course. In this connection, while Junior Second Officer Knudsen was on the stand, Capt. Francke recalled to him a remark made by Chief Officer Roberts, who, after looking at the glass several times, remarked that there seemed to be "plenty of nice little harbours for camps along the shore."

Junior Second Officer Hans Knudsen, called to the stand, testified that the *Dakota* was a hard steering ship, and that she seemed to hang, "She wasn't steering well," he said, and he told how he cautioned the quartermaster several times to keep the vessel off. Mr. Knudsen thought the vessel about a nail off the beach when she struck, although there was no clearly defined object on shore to reckon accurately by. He did not think the ship remarkably near shore, as he had seen ships closer, and he did not feel at all uneasy about the position of the *Dakota*.

Mr. Knudsen testified that he had been present at the *Shikoku* several times.

Under Captain Francke's questioning, Mr. Knudsen testified that big steamships often ran within three hundred feet of reefs in navigating Japanese waters. He told of channels so narrow that but one vessel at a time could pass through them.

Heinrich Klein, senior second officer of the *Dakota*, followed. Mr. Klein's evidence substantiated the narrative of Capt. Francke in all details. He described the wreck as very orderly affair, and was surprised to see people taking it as calmly as they did.

"There is no reef here," was the witness attributed to Capt. Francke when he joined him on deck at the shock of the grounding.

PASSENGERS COUNTED AT HONGKONG.

Captain Henry S. Makine, of the steamer *Fau Soong*, was charged before the Singapore Magistrate on May 13th with carrying 187 passengers in excess of the licensed capacity. Captain E. Edwards, the Senior Boarding Officer and Immigration Officer, prosecuted, and Mr. C. I. Carter appeared for the accused.

Captain Edwards stated that he went on the steamer on Saturday morning last and found 1,012 men, 107 women (6 boys and girls and 23 babies) in arms. The boys, girls and babies were only counted as 18 persons. The captain's crew only entitled him to carry 957 passengers, whereas he had 1,144. Witness reported the matter to the captain, and found that both the latter and the chief officer were ignorant of it. The chief officer had only collected 957 tickets. The Master Attendant ordered that a summons be taken out against the captain.

Under the cross-examination, Captain Edwards said that the captain was ill at the time. He was also out to the work. It was not unusual for passengers who had no tickets to be concealed on board steamer.

Captain Makine said that as he was ill he had been in the hospital; he came out of the institution till that case was settled and would go back when it was over. He was suffering from fever. The steamer belonged to the Indo-China Steam Navigation Company of London. Accused instructed the Chief Officer to lube up the passengers when two days out of Singapore and he had done so and reported that there were 957 on board. They were also ill by the harbours authorities in Hongkong. He could not understand how the excess occurred unless the comrades had stowed away the 187 surplus, in one of the holds. The moment the ship arrived at the wharf, the comrades stepped on shore and had not been seen since. The passengers were counted in Hongkong at 11 a.m. and the ship sailed at 4.30 p.m.

Chief Officer James Campbell said that he received 957 tickets. If there had been more passengers they should have paid him the money for their passage, but he did not receive a cent.

He could only account for the excess by saying that they were hidden away somewhere probably in the hold. He was assisted in his counting by the comrade's tally-men. They might have passed some of the passengers.

Mr. Carter said that there was no doubt that the captain and the chief officer were ignorant of the excess. The passengers in excess must have gone aboard between the time of the inspection by the harbour authorities in Hongkong and the hour of sailing. The comrade was undoubtedly responsible for the excess and the fact that his men assisted in the collection of tickets would explain why the excess was not discovered when the chief officer made his count two days before his arrival here. If more care had been taken, perhaps the excess might have been discovered.

Mr. Michael said that he believed that the ship was ignorant of the fact that there was an excess. He was liable to a fine of \$1,000, but he would be fined only \$25 and costs.

COLONIAL MINISTERS AFRAID.

THREAT TO WITHDRAW.

The *Daily Mail* is responsible for the following:—Despite the official policy of "hushing up" the Conference, which has been on the whole very successfully carried out, we learn that the proceedings have not always been colourless as a perusal of the carefully edited official report might lead the unscrupulous reader to suppose.

On the very first day, it appears, an incident occurred which threatened for a time very seriously to compromise the serenity of the sitting.

Lord Elgin, it would seem, originally intended the Conference to consist of Sir W. Laurier, Hon. A. Deakin, Sir J. G. Ward, Sir Robert Bond, Dr. Jameson, Hon. F. R. Moore and General Botha. But the Ministers accompanying the Premiers had come to England under the impression that they were to be on the same footing as the Prime Ministers.

Lord Elgin, however, made the situation indistinct, they asked why they had been brought to England if not for the purpose of participating in the Conference. In plain terms one of them held out two alternatives to Lord Elgin: either he should be treated as a member of the Conference or he would have the country within twenty-four hours.

The threat had its effect. The Conference now consists of seven Premiers and Hon. W. S. Fielding, Sir E. W. Borden, Sir William Lyon and the Hon. L. F. Broderup. Complete satisfaction has not yet been attained. Nominally the Ministers are on an equality with the Premiers, but in the official report issued on Saturday evening no speakers other than Premiers are reported. The reason for this is, we are informed, to be inquired into.

It is significant that the Prime Minister of the United Kingdom will be requested to preside over future Conferences.

CONFERENCE EVERY FOUR YEARS.

The following is the official report of the resolution which was unanimously agreed to by the Colonial Ministers:

"That it will be to the advantage of the Empire that a Conference to be called the Imperial Conference is held every four years, at which questions of common interest may be discussed and considered as between His Majesty's Government and his Governments of the self-governing dominions beyond the seas. The Prime Minister of the United Kingdom will be ex-officio president and the Prime Minister of the self-governing dominions ex-officio member of the Conference. The Secretary of State for Colonies will be an ex-officio member of the Conference, and will take the chair in the absence of the president. He will arrange for such Imperial Conference after communication with the Prime Ministers of the respective dominions."

"Such other Ministers as the respective Governments may appoint will also be members of the Conference, it being understood that, except by special permission of the Conference, no other two representatives from each Government and that each Government will have only one vote."

"That it is desirable to establish a system by which the several Governments represented which have been or may be subjects for discussion, by means of a permanent secretarial staff charged with the direction of the Secretary of State for the Colonies with the duty of obtaining information for the use of the Conference, of attending to its resolutions, and of conducting correspondence on matters relating to its affairs."

"That upon matters of importance requiring consultation between two or more Governments, which cannot conveniently be postponed until the next Conference, or involving subjects of minor character, or such an call for detailed consideration, subsidiary Conferences should be held between representatives of the Governments concerned specially chosen for the purpose."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"Mr. Deakin, the Prime Minister of the Commonwealth of Australia, said that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council."

"The official report adds that the "subject of Defence (military) was taken, and the Secretary of State for War made a statement as to the discussions which preceded the adoption of the resolution given above, it is set forth that the question of the constitution of the Conference was brought forward in the resolutions of the Australian Commonwealth. New Zealand, and the Cape Colony, proposing the establishment of an Imperial Council

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unclaimed.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on FRIDAY, 24th instant, "VICTORIA DAY".

By Order,

A. R. LOWE,
Secretary.

Hongkong 23rd May, 1907. 969

FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY Situate at CANTON near the Hongkong, Canton and Macao Steamship Company's Wharf and facing the river. The lots contain by measurement 50 "changs" or thereabouts. Title Deeds can be seen at the Office of the Undersigned.

For further particulars, apply to GOLDRING & BARLOW, Solicitors, 10, Queen's Road Central. Hongkong, 22nd May, 1907. 870

JAVA-CHINA-JAPAN LIJN.

FOR BATAVIA, CHERIHN, SAMARANG, SOERABAIA AND MACASSAR (Taking cargo to all ports in Netherland Indies on through Bill of Lading.)

THE Steamship "TJBODAS" Captain Zwart, will be despatched for the above Ports on or about 31st inst.

For information as to Freight and Passage, apply to the Head Agent of the

JAVA-CHINA-JAPAN LIJN,
(York Buildings, 1st Floor).

Hongkong, 23rd May, 1907. 971

NORDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "SCHARNHORST" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 22nd inst., at noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent.

All broken, chafed, and damaged Goods to be left in the Godowns, where they will be examined on the 29th inst., at 9.30 a.m.

All Claims must reach us before the 3rd June, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, 22nd May, 1907. 5

BRITISH STEAMER "NETHERTON".

BY ORDER OF THE UNDERWRITERS, the Undersigned are prepared to receive Tealors for the purchase of the above Steam as she now lies at Singapore in a Fire Damaged condition.

GILMAN & CO.,
Lloyd's Agents.

Hongkong, 6th May, 1907. 885

NOTICE.

WE have this day authorized Mr. WILHELM HELMS and Mr. FRITZ LIEB to sign our Firm.

ARNHOLD, KARBERG & CO.

Hongkong, 6th May, 1907. 912

WANTED.

A COMPRADORE, having business connections throughout the South of China and able to provide substantial security consisting of 10 per cent. of the annual turnover. Good remuneration to a suitable man. First Class references from a Foreign Bank required. Apply by letter only in the first instance to D. DENNYS & BOWLEY.

Hongkong, 5th April, 1907. 714

A. LING & CO.,
FURNITURE STORE,
PLATED GLASS AND CROCKERY
WARE, &c., &c. and FOOCHOW
LAQUEUED WARE.

13, QUEEN'S ROAD CENTRAL,
Hongkong, 21st September, 1903. 778

ON SALE.

THE FIFTY YEARS
ANGLO-CHINESE CALENDAR

中英年五十

From 1st JANUARY, 1864 to 31st DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWANG SU.

PRICE \$2 CASH.

On sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money order.

Hongkong, 3rd October, 1906. 1841

ENTERTAINMENTS

HONGKONG VOLUNTEER CORPS.

PROMENADE CONCERT

on the
VOLUNTEER PARADE GROUND,
on
SATURDAY, 25th MAY, 1907.

at 9 P.M.

In Aid of the Gymnasium and Boat Fund. The following Ladies and Gentlemen will assist:—Mrs. Frank Maitland, Mrs. J. W. Kew, Messrs. Goldring, Kendall, Worcester, MacGregor, Janiesco, Moors, Courtney, Koenig (Cello), and the Band of the Regiment.

Admission \$2 & \$1.

If the weather is unfavourable the Concert will take place in the Drill Hall.

Hongkong, 20th May, 1907. 952

THEATRE ROYAL

CITY HALL.

FOR TWO NIGHTS ONLY.

THE BANDMANN
COMEDY

22 LONDON ARTISTS 22

will present the two following London
Successes for the First Time in
Hongkong.

THURSDAY, MAY 30TH:—

"MRS. GORRINGE'S NECKLACE"

FRIDAY, MAY 31ST:—

"THE IDLER."

PRICES OF ADMISSION: \$3, \$2 AND \$1.

Plan now open at S. MOUTRE & CO.

Doors Open at 8.30 P.M.

Commons at 9 P.M.

Hongkong, 21st May, 1907. 958

GRAND OPENING

OF

ARTS EXHIBITION.

FOR A SHORT SEASON ONLY.

Under the auspices of the Canton Nan Keung Public College, there will be opened to the Public at 17, QUEEN'S ROAD CENTRAL (three doors above Supreme Court), from 15th May, 1907, a Grand Exhibition of exquisite Art Treasures comprising: PAINTINGS, SCULPTURES, CARVINGS, TAPESTRY, ARTISTIC MARBLE and BRONZE, BUSTS and STATURE, ANCIENT ARMOUR and IMPLEMENTS OF WAR, FRENCH and VENETIAN WARES, beautiful articles of decorative furniture, including a bedroom suite in Crystal and a handsome Roman Chair from the Vatican, rare curios, brush-braces, bronzes and other specimen of Art collected by connoisseurs in Art from many parts of the world to the order of the exhibitors.

2. That from the date of such new Ordinance coming into operation and becoming effective the Capital of the Hongkong and Shanghai Banking Corporation will be increased from \$10,000,000 to \$15,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of \$100 on the terms after mentioned. Shareholders of the Company will be entitled to receive the payment of such Ordinance for a further period of 21 years from and including the 14th day of August 1908.

3. That from the date of such new Ordinance coming into operation and becoming effective the Capital of the Hongkong and Shanghai Banking Corporation will be increased from \$10,000,000 to \$15,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of \$100 on the terms after mentioned. Shareholders of the Company will be entitled to receive the payment of such Ordinance for a further period of 21 years from and including the 14th day of August 1908, and for continuing all the provisions of Section 3 of the Hongkong and Shanghai Banking Corporation Ordinance 1899 for a further period of 21 years from and including the 14th day of August 1908.

4. That the payment of the sum of \$200 per Share for each of the said New Shares will be made as follows:—

1st instalment of \$125 on the 1st day of July, 1907.

2nd and final instalment of \$125 on the 1st day of October, 1907.

5. That the Directors issue to Shareholders holding shares not a multiple of two, a fractional certificate in respect of each share in excess of or below the multiple and allot one New Share to every person who shall produce two such Fractional Certificates on or before the 1st day of July, 1907, and pay the first instalment in respect thereof.

6. That after payment of the first instalment and pending payment of the remaining instalment, Scrip Certificates in such form as the Directors may determine will be issued in respect of such New Shares entitling the holders on payment of the remaining instalment, and subject to such other terms as to approval, date for lodging scrip certificates and otherwise as the Directors may prescribe, to be registered as the owners of the Shares respectively represented by such Scrip Certificates.

7. That interest at the rate of 5 per centum per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates for New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up, and from due dates for payment of same.

8. That interest at the rate of 8 per centum per annum be charged on each instalment not punctually paid, and be paid with each such instalment.

9. That all moneys received from premium on the said New Shares be added to the Reserve Funds.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,
Chief Manager.

Hongkong, 30th April, 1907. 853

PUBLIC COMPANIES

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the NINTH ANNUAL ORDINARY MEETING of the Company will be held at Messrs. G. & J. Livingstone & Co's OFFICES, on WEDNESDAY, the 29th May, 1907, at 12.15 P.M., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the period of 1st January to 30th April, 1907.

The REGISTER of SHARES will be CLOSED from WEDNESDAY, the 22nd May, to WEDNESDAY, the 29th May, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 22nd May, 1907. 93

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG and SHANGHAI BANKING CORPORATION will be held at the CITY HALL, Hongkong, on FRIDAY, the 31st day of May, 1907, at NOON for the purpose of receiving the Report of General Managers together with a Statement of Accounts to the 31st December, 1906.

The REGISTER of SHARES will be CLOSED from WEDNESDAY, the 22nd May, to WEDNESDAY, the 29th May, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 15th May, 1907. 921

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SECOND ANNUAL ORDINARY GENERAL MEETING of Shareholders of the Company (since its Registration) will be held at the Offices of the Company, in Alexandra Buildings, on SATURDAY, the 25th day of May, 1907, at 12.30 P.M., for the purpose of receiving the Report of General Managers together with a Statement of Accounts to the 31st December, 1906.

The REGISTER of SHARES will be CLOSED from WEDNESDAY, the 22nd May, to WEDNESDAY, the 29th May, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 15th May, 1907. 928

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

TO-DAY THURSDAY,

the 23rd May, 1907, at 11 A.M. at H.M.

NAVAL YARD,

CONDENMED NAVAL AND OLD SURPLUS VICTUALLING STORES.

Comprising:—

CONDENMED NAVAL STORES.—IRON and

WOOD BLOCKS, HOSES, METAL FITTINGS, LAMPS, TOOLS, FILES,

BOILERS, OLD IRON and METAL,

ELECTRIC CABLE, CANVAS RAGS,

COAL SACKS, OLD INDIA RUBBER,

OLD BOATS, FURNITURE CARPETS,

PAPERSTUFF, &c.

OLD AND SURPLUS VICTUALLING STORES.—

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

	STEAMERS	TO SAIL	REMARKS
SHANGHAI, NAGASAKI, SOGOTRA	MOJI, KÖBE and YOKO-HAMA	About 25th May	Freight Only.
MALTA	Capt. R. A. Peters	About 30th May	Freight and Passage.
LONDON, &c., VIA USUAL PORTS	CECANA	Noon, 1st June	See Special Advertisement.
LONDON and ANTWERP	(NORE	About 5th June	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 20th May, 1907.

CHINA NAVIGATION CO.
LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW & SHANGHAI	"YINGCHOW"	On 24th May, NOON.
KÖBE	"TSINAN"	On 25th May, 4 P.M.
SWATOW, LINGTAO, CHEFOO and TIENTSIN	"KUOKIANG"	On 27th May, 4 P.M.
HOIHOW and HAIPHONG	"HUICHOW"	On 28th May, 4 P.M.
MANILA	"SINGAN"	On 28th May, 10 A.M.
AMOY, NINGPO and SHANGHAI	"TAN"	On 28th May, 4 P.M.
SWATOW and SHANGHAI	"YUNMAN"	On 30th May, 4 P.M.
CHIPOO and NEWCHIANG	"SHAOHSING"	On 1st June, 4 P.M.
CEBU and ILOILO	"KWEIYANG"	On 1st June, 4 P.M.
HOIHOW and HAIPHONG	"KAILOF"	On 2nd June, daylight.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIENS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 8th June, 4 P.M.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified surgeon is carried.		
† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.		
† Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.	BUTTERFIELD & SWIRE, AGENTS.	
For Freight or Passage, apply to—	Hongkong, 23rd May, 1907.	

OSAKA SHOSEN KAISHA.
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING	
TAMSUI VIA SWATOW AND AMOY	"MASAN MARU"	SUNDAY, 26th May, at 9 A.M.	
SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	"SOSHU MARU"	MONDAY, 27th May, at 9 A.M.	
ANPING, VIA SWATOW AND AMOY	"FUKUSHU MARU"	WEDNESDAY, 29th May, at 8 A.M.	
FOOCHOW VIA SWATOW AND AMOY	"SEIKO MARU"	THURSDAY, 23rd May, at 4 P.M.	

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th May, 1907.

T. ARIMA, Manager.

FOR	STEAMERS	TO SAIL
MANILA, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Friday, 24th May, at NOON.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Friday, 31st May.
KUDAT and SANDAKAN	"BORNEO"	Saturday, 1st June, at 9 A.M.
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, BREMEN and HAMBURG	"GNEISENAU"	Wednesday, 5th June, at NOON.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"ROON"	About Wednesday, 5th June.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd May, 1907.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

TONS	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF JAPAN" 6,000	THURSDAY, 6th June	24th June
"TARTAR" 4,425	WEDNESDAY, 19th June	13th July
"EMPERESS OF CHINA" 6,000	THURSDAY, 4th July	22nd July
"ATHENIAN" 3,882	WEDNESDAY, 17th July	19th August
"EMPERESS OF INDIA" 6,000	THURSDAY, 1st Aug.	19th August
"MONTEAGLE" 6,163	WEDNESDAY, 16th Aug.	7th Sept.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, Express and 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class..... via St. Lawrence 260; via New York 262.

Intermediate Steamers at 240, 242, 244.

"M.S. "MONTEAGLE," "TAETAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

SABANG BAY
COALING STATION,
POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.

General Agent—G. A. WITT, London, E.C.

Coal Agents—HALL BLYTH & CO., London, E.C.

Favourably situated at the entrance to the Strait of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

BEST WELSH, JAPANESE, OMILLIN, AND BENGAL COAL.

No harbour dues, no portage charged and quick despatch given DAY and NIGHT.

FRESH WATER and ICE, SHIP'S STORES and Provisions at Moderate Prices.

FLOATING DOCK available for Steamers up to 3,000 tons' displacement and workshop fitted for any ordinary repair.

For further particulars apply to the Agents at Hongkong.

Hongkong, 1st December, 1906.

VESSELS ON THE BERTH

"GLEN" LINE OF STEAM SHIPS.
FOR LONDON, ANTWERP AND HAMBURG VIA SUEZ CANAL.

THE Steamship

"GLENLOGAN."

Captain J. McGrigor will be despatched as above on MONDAY, 3rd June.

For Freight or Passage apply to

MCGREGOR, BROS. & GOW.

Hongkong, 15th May 1907. 929

REGULAR
HONGKONG-CANTON LINE
OF STEAMERS.OF THE
COMPAGNIE FRANCAISE DES INDES ET DE
L'EXTRÉME ORIENT.

S.S. "PAUL BEAUT" 1,900 tons, 14 knots.

S.S. "CHARLES HÄRDOUN" 1,900 tons, 14 knots.

THE SPEEDIEST, MOST LUXURIOUSLY
APPOINTED AND PUNCTUAL STEAMERS
ON THE LINE.

Departure from Hongkong at 9.30 P.M.

(Saturday, Excepted).

Departure from Canton at 5.15 P.M.

(Sundays, Excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade.

Excellent cuisine.

The COMPANY'S WHARF is at the end of WING LOK STREET (tram station).

For further particulars, please apply to

E. PASQUET & CO., Canton Agents.

BARRETTO & CO., Agents.

Hongkong, 1st April, 1907. 938

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLONMOND" FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 23rd inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th inst. will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & CO.

Agents.

Hongkong, 17th May, 1907. 944

NOTICE TO CONSIGNEES.

"SHIRE" LINE OF STEAMER LTD.

NOTICE TO CONSIGNEES.

FROM MIDDLEBRO', LONDON, COLOMBO AND STRAITS.

THE Steamship

"CARDIGANSHIRE."

Captain Tyers, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst., at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 19th May, 1907. 953

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship

"ST. DOMINGO."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 21st inst., at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst., at 9.30 A.M.

All Claims must reach us before the 3rd June, or they will not be recognised.

